

Entertainment.

THEATRE ROYAL,
CITY HALL.

MR. G. G. BRADY begs to announce that he will give a
FAREWELL CONCERT,
At the Royal Institute,
on
SATURDAY, 17th August, 1896,
at 8 p.m. precisely.
Several Ladies and Gentlemen
have kindly consented to assist.
Tickets can be obtained of Messrs. KELLY
& WATSON, on and after the 10th August.
Prices—\$2 and \$1.
Soldiers and Sailors half-price.
Hongkong, August 6, 1896. 1441

Intimations.

FANCY MATTINGS.
RATTAN CHAIRS AND BAMBOO
BLINDS, &c. FOR SALE AT
MODERATE PRICES.
Apply to
KWONG WOO ON,
No. 55, Queen's Road Central.
Hongkong, August 3, 1896. 1426

NOTICE.

MR. REGINALD ISBELL is prepared
to give Lessons in PIANO, ORGAN,
SINGING, and THEORY.
Mr. ISBELL has had several years' successful
professional experience in England and
the Australian Colonies and has made the
Cultivation and Development of the Human
Voice a Special Study.
Piano & Organ lessons.
Special Terms for Families.
Evening Dances, Parties, and Socials
provided with Selected Music on Reason-
able Terms.
Arrangements for Lessons can be made
by applying to—
MR. REGINALD ISBELL,
c/o Messrs. ROBINSON & Co.,
Cousaught House.
Hongkong, July 22, 1896. 1328

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers,
Jewellers, Gold & Silversmiths,
NAUTICAL, SCIENTIFIC AND
METEOROLOGICAL
INSTRUMENTS.
VOYAGERS' CELEBRATED
BINOCULARS AND TELESCOPES.
REPAIRS TO ALL INSTRUMENTS.
ADMIRALTY & IMRAY CHARTS,
NAUTICAL BOOKS.
English SILVER & ELECTRO-PLATED WARE.
CHRISTIE & CO.'S ELECTRO-PLATED WARE.
GOLD & SILVER JEWELLERY
in great variety.
DIAMONDS
AND
DIAMOND JEWELLERY.
A Splendid Collection of the Latest LONDON
PATTERNS, at very moderate prices. 724

To-day's Advertisements.

**THE ANTI-FOREIGN MOVE-
MENT IN CHINA.**
DETAILS OF KUCHENG MASSACRE.
**THE ATTACK ON FATSAN
HOSPITAL.**
REPORT OF HONGKONG INDIGNA-
TION MEETING.

THE 'OVERLAND CHINA MAIL'
of THURSDAY, August 15, in addition
to general and local news, will contain
Full Accounts of the above incidents.

Price, - - 30 Cents per copy.

As only a LIMITED NUMBER of
Copies has been printed, Orders should be
sent in to 'CHINA MAIL' Office at once.

**AUSTRIAN LLOYD'S STEAM
NAVIGATION COMPANY.**
NOTICE TO CONSIGNEES.

FROM TRIESTE, VENICE, PORT
SAID, SUEZ, JEDDAH,
SUAKIM, MASSAWAH, ROBEDDA,
ADEN, BOMBAY,
COLOMBO, PENANG & SINGAPORE.

The Steamship *Gladia* having ar-
rived, Consignees of Cargo are hereby
informed that their Goods are being landed
at their risk into the Godowns of the
HONGKONG AND KOWLOON WHARF AND
GODOWN CO., LTD., whence delivery may
be obtained.

This Vessel brings on Cargo—
From CALCUTTA, ex s.s. *Agila*, trans-
shipped at Colombo. From TRIESTE, ex
s.s. *Orion*, transhipped at Bombay.
Optional Cargo will go out to SHANGHAI un-
less notice to the contrary be given before
Noon To-day.

No Claims will be admitted after the
Goods have left the Godowns, and all Claims
must be sent in to the Underwriter before
Noon on the 18th INSTANT, or they will
not be recognized.
No Fire Insurance has been effected, and
any Goods remaining in the Godowns after
the 18th INSTANT will be subject to rent.
Bills of Lading will be countersigned by
SANDER & Co.,
Agents.
Hongkong, August 12, 1896. 1481

GLEN LINE OF STEAM PACKETS.
FROM LONDON AND STRAITS.

The Steamship *Glenfalloch* having arrived
from the above Ports, Consignees of
Cargo by her are hereby informed that
their Goods are being landed at their risk
into the Godowns of the HONGKONG AND
KOWLOON WHARF AND GODOWN CO., LTD.,
at Kowloon, whence delivery may be ob-
tained.
Optional Cargo will be forwarded unless
notice to the contrary be given before
5 p.m. To-day.
No Fire Insurance has been effected.
Consignees are requested to present all
Claims for damages and/or shortages not
later than the 20th INSTANT, otherwise they
will not be recognized.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.
Hongkong, August 12, 1896. 1485

To-day's Advertisements.

NAVAL CONTRACT, 1895-96.

SEALED TENDERS, in Duplicate, will
be received by the NAVAL STORE-
KEEPER, until 10 a.m., on THURSDAY,
the 22nd INSTANT, for the SUPPLY of TEA
for the Use of H. M. NAVY, for One Year
ending 31st August, 1896.
Printed Forms of Tenders, and further
Particulars can be obtained at the NAVAL
STOREKEEPER'S Office.
The right to reject the lowest or any
Tender is reserved.
HONGKONG VICTUALLING YARD,
12th August, 1895. 1480

PUBLIC AUCTION.

SATURDAY,
the 17th August, 1896, at 2.30 p.m., at the
Residence of Mr. S. B. J. BRETHERLEY, No.
12, Kowloon Terrace, Kowloon.—
THE WHOLE OF THE
HOUSEHOLD FURNITURE, &c.,
comprising:—
CARPENTER-COVERED EASY CHAIRS, CHINESE
GLASSES, GLASS BOOK CASES AND
CLOCKWORK, CHINESE DRESSING TABLE, SIDEBOARD
WITH GLASSWARE, WHATNOTS, CROCKERY
AND GLASSWARE.
DOUBLE AND SINGLE IRON BEDSTEPS,
DOUBLE AND SINGLE WARDROBES, WRITING
TABLE, DRESSING TABLE, OVAL GLASS AND
WASHSTAND.
TOYS, ROCKING HORSES & DOLL HOUSES.
ONE COOKING RANGE.
ONE FISH CASE.
&c., &c., &c.
TERMS OF SALE.—As customary.
J. M. ARMSTRONG,
Auctioneer.
Hongkong, August 12, 1896. 1493

THE GREEN ISLAND CEMENT

COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-
ORDINARY General MEETING of the
SHAREHOLDERS of the above Com-
pany will be held at the Company's Office,
No. 9, Praya Central, on THURSDAY, the
23rd August, 1896, at 3 o'clock in the After-
noon, when the Subjuncted Resolution which
was passed at the Extraordinary General
Meeting held on the 12th August, 1895,
will be submitted for Confirmation as a
Special Resolution:—
That the Capital of the Company be re-
duced from £1,000,000, divided into
20,000 shares of £50 each, to £200,000,
divided into 4,000 shares of £50 each,
and that such reduction be effected by
canceling Capital which has been lost
or is unrepresented by available assets
to the extent of £80 per Share on each
of the 14,117 Shares which have been
issued and are now outstanding, and
by reducing the nominal amount of
all the Shares in the Company's
Capital from £50 to £10 per Share.
Dated the 12th August, 1896.

SHERMAN & Co.,
General Managers.

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FROM CALOUPITA, PENANG AND
SINGAPORE.

THE COMPANY'S S.S. *Wingang* having
arrived from the above Ports, Con-
signees of Cargo by her are hereby informed
that their Goods will be delivered from
alongside.
Cargo impeding the discharge or remain-
ing on board after Noon of the 15th INSTANT,
will be landed at Consignees' risk and
expense into Godowns at East Point.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, August 12, 1896. 1486

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW, AMOY & FOCHOW.

The Co.'s Steamship
Haitan,
Capt. A. F. ROSSON, will
be despatched for the
above Ports on WEDNESDAY, the 14th
INSTANT, at Daylight, and not as previously
notified.
For Freight or Passage, apply to
DOUGLAS LARPAK & Co.,
General Managers.
Hongkong, August 12, 1896. 1479

FOR VLADIVOSTOK,

VIA SHANGHAI, CHEFOO AND
NAGASAKI.

(Taking Cargo at through rates to
KOREAN PORTS).

The Steamship
Algha,
Capt. R. BARTON, will
be despatched as above
on THURSDAY, the 15th INSTANT, at Noon,
instead of as previously advertised.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA,
Agents.
Hongkong, August 12, 1896. 1473

CHINA NAVIGATION COMPANY,

LIMITED.

FOR SHANGHAI.

The Steamship
Finian,
Capt. RAMSAY, will
be despatched as above
on THURSDAY, the 15th INSTANT.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, August 12, 1896. 1491

CHINA NAVIGATION COMPANY,

LIMITED.

FOR PORT DARWIN, QUEENSLAND

PORTS, SYDNEY & MELBOURNE.

The Co.'s Steamship
Wingang,
Capt. RAMSAY, will
be despatched as above
on SATURDAY, the 24th INSTANT.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, August 12, 1896. 1487

To-day's Advertisements.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
The Co.'s Steamship
Orestes,
Capt. PETERSON, will
be despatched as above TO-
MORROW (TUESDAY), the 13th INSTANT, at
Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, August 12, 1896. 1422

FOR YOKOHAMA AND KOBE.

The Steamship
Bellona,
Capt. von BIEBER, will
be despatched for the above
Ports TO-MORROW, the 13th INST.,
at 4 p.m., instead of as previously notified.
For Freight, apply to
SIEMSEN & Co.,
Agents.
Hongkong, August 12, 1896. 1494

FOR YOKOHAMA (DIRECT).

The Steamship
Strathgairn,
Capt. TAYLOR, will
be despatched for the above
Port on WEDNESDAY, the 14th INST., at
Noon, instead of as previously advertised.
For Freight or Passage, apply to
DOUGLAS LARPAK & Co.,
Agents.
Hongkong, August 12, 1896. 1412

NAVIGAZIONE GENERALE

ITALIANA
(FLEET & RUBATINO UNITED COMPANIES).

STEAM FOR

SINGAPORE AND BOMBAY.

Having connection with Company's Mail
Steamers to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, (LEGHORN),
and GENOA; all MEDITERRANEAN,
ADRIATIC, POEN, VENETIAN, TIRRENE,
LIGURIAN, and SOUTH AMERICAN PORTS,
up to CALAO. Taking Cargo at through
rates to PERSIAN GULF and
BAGDAD.

The Co.'s Steamship
Bianco,
Capt. DONZU, will
be despatched as above on
FRIDAY, the 16th INSTANT, at Noon,
instead of as previously advertised.
At Bombay the Steamers are discharging
in Victoria Dock.
For further Particulars regarding Freight
and Passage, apply to
CHARLOWITZ & Co.,
Agents.
Hongkong, August 12, 1896. 1483

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship
Pyrrhus,
Capt. HART, will
be despatched as above on
FRIDAY, the 23rd INSTANT.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, August 12, 1896. 1492

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:—
ALCORN, Brit. 4-masted barque, Captain
ROBT. QUINN.—Standard Oil Co.
BRIMONT, British barque, Capt. Ladd.
Order.
GEO. F. MARSON, American barque, Capt.
CRACK.—Chinese.
LORD BRASSIE, British barque, Captain
GUMMING.—Standard Oil Co.
SEAM, German ship, Captain GARLICH.
Molchers & Co.

SHIPPING.

ARRIVALS.

August 10:—
Leyuan, Chinese steamer, 619, A. A.
Crawford, Shanghai August 7, General.—
C. M. S. N. Co.

August 11:—
Kwang Lee, Chi. steamer, from Canton.
Rynda, Russian cruiser, 3,000, Captain
Rimsky-Korsakoff, Nagasaki August 7.
General.—JARDINE, MATHESON & Co.

Myrtle Branch, British steamer, 1,7-G.
Hutchinson, Barry June 21, Capt.—GO-
VERNSON.

Ingraham, German steamer, 894, E.I.
Piper, Saigon August 7, Rice.—CHINESE.

Glenfalloch, British steamer, 1,434, Wm.
Pittie, London July 1, and Singapore Aug.
5, General.—JARDINE, MATHESON & Co.

Peipe, British steamer, 1,331, W. D.
Shumay, Kobo (Tongku) August 3, Coal.
—SHERMAN & Co.

Algha, British steamer, 1,439, R. Bar-
ton, Nagasaki August 6, Coal.—NIPPON YUSEN
KAISHA.

Leander, British cruiser, 4,300, Captain
Conrad Frederick Motzka, Yokohama Aug.
3.

Deuteros, German s.s., 1,347, P. Lassen,
Bangkok Aug. 5, Rice, &c.—MELCHERS &
Co.

August 12:—
Cronarty, British steamer, 1,864, W.
Ward, Samarang August 3, Sugar.—JARDINE,
MATHESON & Co.

Wingang, British steamer, 1,516, James
Young, Calcutta and Singapore August 5,
General.—JARDINE, MATHESON & Co.

Puiping, Chinese steamer, 1,058, Th.
Lohmann, Tientsin via Chefoo August 5,
Coal and General.—CHARLOWITZ & Co.

Orestes, British s.s., 2,556, J. Pultord,
Fochow August 10, General.—BUTTER-
FIELD & SWIRE.

Garda, German steamer, 2,274, T. Ehlers,
Kobe August 5, General.—SIEMSEN & Co.

Hongkong, French steamer, 1,200, O.
Bastian, Haiphong Aug. 9, General.—A.
R. MARTY.

Choyang, British s.s., 1,104, L. H. Tam-
plin, Shanghai Aug. 7, General.—JARDINE,
MATHESON & Co.

Acila, Danish steamer, 355, Hansen,
Pakhoi August 9, and Huihow 11, General.
—A. R. MARTY.

Specialist, British steamer, 1,645, Alfred.
M. Mars, Sourabaya August 1, Sugar.—
BRADY & Co.

DEPARTURES.

August 11:—

Nanking, for Canton.
Alico Mary, for Shanghai.
Lion, for Shanghai.
Nanyang, for Amoy.
Fam, for Saigon.
Mongkut, for Swatow.
Thales, for Swatow.

August 12:—

Reverna, for Shanghai.
Peiyang, for Shanghai.
Canton, for Swatow.
Leyuan, for Canton.

August 13:—

Siam, for New York.
Maple Branch, for Hakodate.
Glenfalloch, for Shanghai.
Haitan, for Swatow.
Ad, for Taiwan.

August 14:—

Per Leyuan, from Shanghai, 33 Chinese.
Per Ingraham, from Saigon, 30 Chinese.
Per Gladia, from Trieste, &c., Mr. Narag-
na, and 244 Chinese.
Per Leyuan, from Bangkok, 114 Chinese.
Per Wingang, from Calcutta, &c., 104
Chinese.
Per Puiping, from Tientsin, &c., Miss J.
Crosswhite, and 17 Chinese.
Per Orestes, from Fochow, 16 Chinese.
Per Gladia, from Kobo, Mr. Bair.
Per Hongkong, from Haiphong, Mr. Vidal,
and 49 Chinese.
Per Choyang, from Shanghai, Capt. and
Mrs. Davies, Mrs. Harde, Mr. R. Saneley,
Mr. Wong, and 73 Chinese.

DEPARTED.

Per Leyuan, for Shanghai, from Hong-
kong, Messrs H. R. Kinnear, G. W. Ellis,
J. E. T. Aquino, from Bendin, Mr. Eugene
Goyat, from Melbourne, Mr. G. Grosvenor.
Per Zafiro, for Manila, Mr. J. O. Sloan,
Mrs. Gao, M. Booker, Mr. John A. Blattan,
and Mr. J. R. Redfern.
Per Siam, for New York, 3 Europeans.
Per Wingang, for Amoy, 415 Chinese.
Per Fam, for Saigon, 10 Chinese.
Per Hongkong, for Swatow, 2 Europeans,
and 50 Chinese.
Per Thales, for Swatow, 2 Europeans, and
250 Chinese.
Per Canton, for Swatow, 45 Chinese.
To Depart.

Per Haitan, for Swatow, 200 Chinese.

SHIPPING REPORTS.

The Chinese steamer *Leyuan* reports:
Had light monsoon and smooth sea from
Shanghai to Canton; thence to port,
strong Southerly breeze, with high S.E. swell,
with very heavy squalls of wind and rain.
The German steamer *Ingraham* reports:
Had strong rain squalls during the whole
passage.
The British steamer *Glenfalloch* reports:
Had light to moderate breeze, with heavy
rain squalls.
The British steamer *Algha* reports:
Moderate S.W. winds and fine weather to
Lamook Island; from thence to port,
light W.S.W. wind with high sea, and
heavy rain and wind squalls.
The British steamer *Wingang* reports:
Had moderate S.W. monsoon and rain.
The British steamer *Leander* reports:
Had strong N.E. current; last 48 hours,
frequent and heavy rain squalls.
The British steamer *Cronarty* reports:
Had moderate to fresh S.W. winds and fine
weather with variable N.E. current.
The British steamer *Pyrrhus* reports:
Had moderate S.W. winds to port, overcast and rainy
weather to port.
The British steamer *Specialist* reports:
Had heavy rains and moderate S.E. and
S.S.W. winds, and dark and overcast weath-
er during the voyage.

POST OFFICE NOTICES.

MAILS will close:—

For SHANGHAI, SINGAPORE & BANG-
KOK.
Per *Chia Chai Chom Kiao*, at 11.30 a.m.,
on Tuesday, the 13th inst.

For SHANGHAI & KOBE.
Per *Gladia*, at 1.30 p.m., on Tuesday,
the 13th inst.

For PORT DARWIN, THURSDAY IS-
LAND, COOKTOWN, TOWNSVILLE,
LE, BRISBANE, SYDNEY & MEL-
BOURNE.
Per *Acila*, at 1.30 p.m., on Tuesday,
the 13th inst.

For STRAITS & CALCUTTA.
Per *Catherine Agate*, at 2.30 p.m., on
Tuesday, the 13th inst.

For TIENTSIN.
Per *Kateyang*, at 3.30 p.m., on Tuesday,
the 13th inst.

For MANILA.
Per *Sungking*, at 3.30 p.m., on Tuesday,
the 13th inst.

For YOKOHAMA & KOBE.
Per *Bellona*, at 3.30 p.m., on Tuesday,
the 13th inst., instead of as pre-
viously notified.

For SHANGHAI.
Per *Algha*, at 3.30 p.m., on Tuesday,
the 13th inst.

For SWATOW, AMOY & FOCHOW.
Per *Haitan*, at 5 p.m., on Tuesday, the
13th inst., instead of as previously
notified.

For PAKHOI.
Per *Acila*, at 5 p.m., on Tuesday, the
13th inst.

Exchange.

HONGKONG, August 12, 1896.

On London, ... 2 1/4

On demand, ... 2 1/4

On 30 days' sight, ... 2 1/4

On 4 months' sight, ... 2 1/4

On 6 months' sight, ... 2 1/4

On demand, ... 2 1/4

On 30 days' sight, ... 2 1/4

On demand, ... 2 1/4

On 30 days' sight, ... 2 1/4

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On demand, ... 2 1/4

It is reported at Shanghai that the ex-Viceroy Li Hung-chang, who has been living in Kiangsu Road for the past month or so, has ordered his agents to buy a hundred odd mow of land in the vicinity of the Bund Wall in order to build a country residence for himself and family.

A Chinese Editor declares in favour of black and white as the colours in future for China's national flag—black to cloud over the blazing red of the Rising Sun, and white to symbolise the molten metal that is to be showered upon Japan. An Osaka Editor retorts with the obvious reminder that China has shown enough of the white flag already.

From Tientsin we learn that "Admiral" McClure is busy occupied drilling sailors, survivors of the defunct Poyang squadron, as the nucleus of the Chinese fleet of the future. He is further engaged in erecting barracks for the accommodation of a thousand and some of whom the Viceroy Li has detailed to go into training, preparatory to taking up their offices in the new ships when they arrive. They are to be placed, by and by, under the immediate instruction of German seamen and marines. The new navy we understand, is to be modelled upon the German and not upon the English plan.—*China Gazette.*

The *Asahi* reports that the N. Y. K. is intending to put eight large steamers on the proposed foreign line to Europe, Australia, Tacoma, Mexico, and elsewhere. The Company also has in view, the paper tells us, an increase of speed all round, the steamers at present averaging only ten knots. The commands will be given in every case possible to a native Captain. The *Asahi* gives currency to a rumour that President Yoshioka will shortly resign owing to ill-health and that Mr. Kondo Kampo, Vice-President, is expected to succeed him.—*Huigo News.*

On the four cases of cholera imported into Penang by the *Chidra* three have died. Two cases occurred among the coolies taken by the *Nam Yong*. The Acting Resident Councillor declared a five days quarantine against all vessels taking coolies from Singapore. The authorities in Singapore telegraphed that they would not permit the case occurred to be quarantined. A correspondent to the *Penny Gazette* writes indignantly at this and recommends an appeal to the Secretary of State, letters to home papers and communications to members of Parliament.—*Singapore Free Press.*

From midday on the 31st ult., to midday on the 2nd (Saturday) the number of cases of cholera reported at Singapore was seventeen. Of these the first was reported after dark, since noon on Saturday to noon today, (5th), there have been reported nine cases, seven of which have resulted in death. One of these has occurred in the Gial. The total number of cases therefore for five days is 26, or an average of a little more than five a day. The cases of cholera have also, we regret to hear, occurred in the Lunatic Asylum, in spite of all precautions taken by the authorities. An additional Regulation has been made today, under the Quarantine Ordinance, by the Officer Administering the Government in Council, that all vessels bringing deck passengers, destined for Penang, from exceeding twenty, arriving at Penang from Singapore, shall be put in Quarantine and there detained until released by the Health Officer. This Rule will be published in a Gazette Extraordinary to-day (August 5) and will come into force at once.—*Free Press.*

It seems incredible, but we believe it to be true, that Sir Nicholas O'Connor has assented to the appointment of the Chong-ching Commission to the Chong-ching Prefecture, who had the audacity to hold a sort of trial of Dr. Kilborn and Dr. Stevenson on the charge of drugging a boy, and putting him in a tin-lined box under the floor of his chapel. It is charitable to hope that Sir Nicholas knew nothing of this, or he surely could not have consented to the appointment of a man who showed his feelings towards the missionaries, and who did nothing to stop the riots, being put on the Commission. The Chinese have evidently determined to make the Commission a farce, and the British Minister has lent his assistance to this end. This is the opinion of all who have any acquaintance with the Chinese, and who know the composition of the Commission. The Ministers at Peking who have given their assent to this Commission, which is an abortion already, are reckless, if not intentionally, throwing away the best chance that has occurred for a long time to put an end to anti-Christian riots altogether.—*N. C. Daily News.*

REUTERS'S TELEGRAMS.

(SUPPLIED TO THE "CHINA MAIL.")

LONDON, August 9, 1895.

BRITISH IRONCLADS ARRIVE AT TANGIER.

The four British ironclads that recently left Gibraltar under sealed orders have arrived at Tangier.

The official reason given for the despatch of the vessels is the presence of warships of other nations at that port.

(From Tientsin Papers.)

THE LIAOTUNG QUESTION.

PAN, 2nd August.

Japan having undertaken to evacuate the Liaotung Peninsula, the British Government has been ordered to evacuate accordingly, irrespective of the indemnity demanded from China on that account, the indemnity being moreover considered excessive.

THE KUOHENG MASSACRE.

PAN, 3rd August.

It is reported from Shanghai that there have been five Christian women killed at Kuoheng.

4th August.

From Washington it is reported that the Kuoheng victims are four English women and one American.

The United States Government will take immediate steps.

[This appears to be wrong; Miss Mabel C. Harford was the only American missionary directly connected with the Kuoheng affair, and she was not killed. She gave valuable assistance to the refugees from Mr. Stewart's house.—B. C. M.]

SUSPECTED ANARCHIST OUTRAGE.

M. Villumain, manager of the *Anarchist* mine, has been wounded by an Anarchist with a revolver. As the assailant was being arrested, a bomb was fired, killing one of his fellows and seriously wounding two others.

5th August.

It is now discovered that the *Anarchist* outrage was not an Anarchist affair but an act of private spite.

W. Robinson and Co. make a special feature of Selling Plans and Organs on the Easy-Payment System.

GREEN ISLAND CEMENT CO., LIMITED.

An extraordinary meeting of the Green Island Cement Co. was held to-day in the offices of Messrs Sheehan and Co. Mr. R. Sheehan presided; and there were also present—Messrs J. Orange and Geo. Fenwick (Directors), A. G. Morris, R. K. Leigh, S. S. Benjamin, J. P. Kelly, E. S. Kelly, C. A. Thomas, R. C. Wilcox, C. H. Grace and A. G. Stokes.

The notice calling the meeting having read,

The Chairman said—Gentlemen, before putting the resolution just read to the meeting, I will endeavour to state briefly and clearly the reasons which have actuated the committee in recommending these changes. The Company, I am glad to say, has at last begun to pay its way, and we hope its business may continue to improve, but at its present rate of progress it would be a matter of several years before we could make enough to wipe out the balance of £78,000 at present standing at the debit of profit and loss account, being the accumulated losses of past years; and even when we do, our annual profits would only show a very small percentage as the return on the present capital of £785,000 odd. To get rid of this debit balance and to bring down the capital to a reasonable figure commensurate with the moderate earnings of the Company, two courses were open to us. One was to liquidate the present Company and start a fresh one, the other was simply to reduce the capital by a certain amount and write down the assets accordingly. The second course was adopted, as it seemed to us less complicated, and it promises to be of considerable benefit in point of charges. Our proposal now is to reduce the present nominal capital from £1,000,000 to £200,000, by reducing: first the present paid up capital of 14,127 shares at £50 each (equal to £706,350) to 14,127 shares at £10 each (equal to £141,270), writing off the difference of £565,080 from the assets, including the balance at debit of profit and loss account, which will then disappear, leaving that account square; and second, by issuing 5883 new shares at £10 (equal to £58,830). It will, of course, seem to you a very large sum to write off from our assets, but you must remember that a great deal of money was, I do not say unnecessarily, but was certainly sunk in experiments which form no tangible asset now; still more perhaps was spent in the beginning on plant and machinery, which it was afterwards found impossible to utilize in any way, and what was spent on useful and profitable works at Green Island has naturally depreciated in value in course of time by ordinary wear and tear, for which no provision was made in the accounts. You must not forget, too, in considering the value of our assets, that we do not own but only lease the ground at Green Island, and the assets which principally represent all the money sunk as capital consist of grinding and milling machinery which would add for little or nothing if not wanted for our purposes, and do not think that in writing down the assets, which it would be difficult to sell for anything. Taking into consideration, therefore, not only natural depreciation from wear and tear, but the still greater depreciation in realisable value of the property we own, I do not think that in writing down the assets to a figure somewhere about £200,000 we are placing less than a fair valuation upon them. We do not for a moment contend that we could put down to-morrow a new factory such as we have got over there for £200,000, but we must remember that the plant is not new, requires constant upkeep, that the depreciation on such works as kilns, which require constant relining, is very great, and that the carrying power of the factory is certainly utterly incommensurate with a capital of over £700,000. After this has been passed and confirmed, as I trust it will be in due course, we shall have to apply for the sanction of the Supreme Court to the reduction, but as the Company's creditors are very few, and as their security is in no wise affected by the reduction, which is merely on paper and does not affect the return of capital, it is not anticipated that any objections will arise there. The next point I have to touch upon is the question of new shares. The Company's present indebtedness being paid off as they fall due is about £40,000, and to provide for this we have been asked to issue the interest we are at present paying on it, as well as to obtain about £20,000 more for working capital, the cost of a new kiln and extra grinding machinery (both of which is advisable to add to our plant, as the former will reduce the cost of manufacture while the latter will improve the quality of our cement), it is proposed to raise new capital to the extent of nearly £60,000 by the issue of 5883 new shares, which will of course be first offered to shareholders in proportion to their holdings of old shares, whom in the opinion of the Consulting Committee the proper time has arrived for the issue of such new shares. If not all taken by shareholders, the remainder will be disposed of by the Consulting Committee and General Managers think fit. If this scheme be carried out the total paid-up Capital of the Company will stand at £400,000 and in 20,000 shares of £10 each, and on that basis I trust it will not be long before we can give you a fairly remunerative return as dividends, which at present it is quite out of our power to do. Before putting the resolution to the meeting I shall be very glad to answer any questions from any of you in regard to it.

There being no questions, the Chairman proposed—That the Capital of the Company be reduced from £1,000,000, divided into 20,000 shares of £50 each to £200,000, divided into 20,000 shares of £10 each, and that such reduction be effected by writing off the balance at debit of profit and loss account, which has been lost or is represented by available assets to the extent of £40 per share on each of the 14,127 shares which have been issued and are now outstanding and by reducing the nominal amount of all the shares in the Company's capital from £50 to £10 per share.

Mr. Morris seconded.

Agreed unanimously.

The Chairman—I shall have to trouble you only once more for the confirmation of meeting which must be held within three weeks. After that we will have to go to the Court for its approval. I am much obliged to you, gentlemen, for your attendance.

This concluded the proceedings.

A telegram from Liverpool to a Calcutta contemporary reports that a British steamer has been fired in the Manchester Canal, and that twenty men have been drowned.

The Duke of Cambridge has issued a command order, directed to infantry officers, in which he impresses upon all soldiers armed with the sword that it is their duty to acquire facility and skill in the use of that weapon, and warns general and other officers commanding of their responsibility for all sword-fighting steps to render themselves as efficient as possible.

Pianofortes tuned—Singly or by yearly contract—High class work—W. Robinson and Co.

SUPREME COURT.

IN APPELLATE JURISDICTION.

(Before the Full Court—Sir Fielding Clarke, Chief Justice, and Mr. A. G. Wills, Acting Puisne Judge.)

Monday August 12.

PRECAUTIONS AGAINST OPIUM SMOULGING.

In the case of *Lam Sun Yau*, opium farmer's excitement, against Captain Lush, for the seizure of *Peulun*, for allowing opium to be smuggled into the Colony on that vessel, the Police Magistrate had dismissed the charge, and the complainant now appealed against the Magistrate's finding.

Mr. J. J. Francis, Q.C., instructed by Mr. H. L. Denny, appeared for the appellant, and Mr. McNeill, instructed by Mr. E. C. Ellis (Mr. V. H. Deacon's office) appeared for the respondent.

Mr. Francis, in stating the case, said there was no dispute as to the evidence, the point raised was whether the acts of the respondent had been sufficient to exempt him in law from the charge of neglecting reasonable precautions for prevention of smuggling. The case was decided by Mr. Wodehouse on the 15th June, 1895. The evidence showed that the 20th May, Police Constable Griffiths and the excise officer found among passengers' baggage on the *Peulun*, newly arrived from Canton, 84 tins of opium, and the allegation was that the captain had prevented the opium from being brought on board the vessel. For the defence it was shown that a printed warning had been put up in all the cabins and other parts of the ship, and that the passengers were further warned verbally against bringing opium to Hongkong, and it was urged that the captain had taken all reasonable precautions. There was evidence of fifteen previous convictions for smuggling on board the *Peulun*.

The Chief Justice—Was there any evidence that the captain knew of the previous convictions?

Mr. Francis—There was evidence that he was charged of the ship all the time.

The Chief Justice—There might be fifty coolie-passengers convicted without the captain's knowledge. Were the arrests made on the steamer or in his presence?

Mr. Francis—There is no direct evidence of that, as far as we are concerned. If the declarations were put in evidence, and they may have had a bearing on the point. There was further evidence that the vessel plied regularly between Chinese ports and Hongkong, and that all the passengers' baggage is inspected by the Chinese Customs officers at the port of departure unless the passenger produces a certificate showing that he is a Chinese Government official. Now, therefore, one precaution which we suggest is that the captain or owners of the vessel could very easily direct the Customs officers at the port of departure to inspect the baggage of each passenger, and that perhaps the officers could not be asked to interfere if each man was found only to have a small quantity. But there was an opportunity without causing undue inconvenience, of going with the Customs officer and ascertaining that there was no excessive quantity on board. Where a steamer is constantly calling at Chinese ports and the Chinese persistency in smuggling opium is so well known, the captain and owners of the ship are bound to do more than merely notifying in this way. They should stipulate, to each passenger, and print the stipulation on the back of each ticket if used at Chinese ports, that all passengers must submit to search. It is plainly not sufficient to simply post up a notice, and it would be very little extra trouble, very effective, and only reasonable that the ship's officers should do something themselves in the way of notifying the passengers that they were to be searched.

The Police Magistrate—The day after the meeting the following telegram was sent to the British Minister at Peking:

"China Association propose hold public meeting to-morrow regarding massacre of missionaries at Kuoheng."

The announcement by the Chairman that no reply was received elicited cries of "Shame!"

Mr. N. B. O'Connor and Colonel Denby were both criticised by the Chairman for their conduct in the matter.

Major Morrison, who urged an appeal to the highest authorities in Europe, moved the following resolution:

"That this meeting is resolved to appeal directly to our respective Governments for protection from outrage by Chinese; and against the institution of a very serious investigation into the massacre of missionaries at Kuoheng, and the massacre of Chinese people in our community."

Mr. W. Little seconded, referring, almost needlessly, to the many unpublicised crimes against foreigners in China.

The meeting was then adjourned.

THE KUOHENG MASSACRE.

PUBLIC MEETING AT SWATOW.

(From our Correspondent.)

Swatow, August 10.

Although our community is small it is very enthusiastic one when roused, and it was not therefore a matter for surprise that in response to a circular issued by three well-known members of the mercantile community calling a meeting in the Kialat Club, kindly placed at their disposal by the Chinese Consulate, a very large number of representatives of our community, both male and female, attended the meeting, with the exception of the Customs employees and the German Vice Consul, who are, we understand, deterred by their position from attending such a gathering. It will be seen that our sympathy with the relatives of the murdered people in our community, and our indignation at the atrocity and outrage, and our demand to the British and American Governments for immediate redress is nothing if not sincere and determined.

The meeting having been called to order, Dr. Layng, our popular local "medico," proposed that Mr. Hill be called to the chair; this motion having been seconded Mr. Hill took the chair, and after thanking the assembly for the honor conferred on him explained the object of the meeting and the relative position of the British and American Governments in the matter.

Mr. Hill then read the following resolution, which was carried unanimously and enthusiastically:

"That the Members of the Swatow Community now assembled desire to express their sympathy with the relatives of the murdered people in our community, and their indignation at the atrocity and outrage, and their demand to the British and American Governments for immediate redress is nothing if not sincere and determined."

The meeting then adjourned.

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of passengers that they would get into very serious trouble if they attempted to import opium into the Colony of Hongkong, and they were personally warned by word of mouth. The question is whether that was sufficient to meet reasonable requirements, whether it was "every reasonable precaution" within the meaning of the Ordinance. In considering the meaning of the expression "every reasonable precaution" we have to consider the character and position of the people referred to; they were not police officers nor excise officers, but ship's officers, busy looking after the safety and navigation of the ship. It appears to the duty of the Customs Officer to inspect the luggage of passengers, and as officers of the ship they might reasonably expect that to be sufficient.

Mr. Francis begged leave to point out that the Customs officers had only to see that all duties payable at the Customs House had been paid; their business was in no way connected with Hongkong, or with prevention of smuggling to Hongkong.

The Chief Justice—Well, it is suggested that the ship's officers should accompany the Customs officers in his inspection. I think that is unreasonable, unless some such duty was specially imposed by the Legislature. I think it is unreasonable to suppose that the time of the ship's officers should be so taken up. It is said that the Company could enforce the observation of its officers, but that is not the case. I think that it is reasonable to expect that the ship's officers should take all reasonable precautions, and that they might do so during the voyage that all baggage is inspected and opium found is thrown overboard before coming to Hongkong. It seems to me that they should take all reasonable precautions, and that they might do so during the voyage that all baggage is inspected and opium found is thrown overboard before coming to Hongkong.

Further conversation was indulged in, however, after the formal proceedings, and the greatest enthusiasm continued to prevail. The following views expressed by a gentleman present were overheard:—That if our Governments will not assist us in the manner desired an appeal should be made for funds to all foreigners in China to support a Volunteer Corps with headquarters in Shanghai to be ready at any moment in future to proceed to any place in China where outrages are committed and exact immediate retribution for offences also an indemnity to cover all losses and the expenses of the expedition."

We commend this idea to the careful thought of all foreigners in China. In the case of the present horrible occurrence let this be done if Great Britain ("Great," any longer declines to judge on justice—and we are not alone in this) does not mean "sixty shillings" but "blood for blood" her slaughtered sons and daughters. The undertaking as a commercial venture would pay, as the indemnity demanded should be large enough to pay every member of the expedition handsomely for the risk and the expenses of the expedition."

Let us hope, however, that the cry that has gone up from Britishers and Americans in China and Hongkong for justice may be reached by our parents, brothers, and sisters at home, and at last attract the attention of our Government. It does not, then, let us give our lives and prepare for the fray as it signifies that we must find means of protecting ourselves and our countrymen and countrywomen in the interior in future.

It is interesting to remark that this meeting was not organized by missionaries, but by members of the Commercial Community, who carried everything through.

The following are the telegrams despatched to Lord Salisbury; President Cleveland; Sir N. O'Connor; Hon. Chas. Denby:—

"Swatow Community public meeting resolved beg your assistance influence public opinion Kuoheng Massacre obtain adequate material guarantees future safety."

The following was sent to the *Times* Newspaper, London:—

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The following was sent to the *Times* Newspaper, London:—

Intimations.

Hannay's
COMPOSITION
FOR
Coating Ship's Bottoms.

USED BY:—
Ocean S.S. Co.
White Star Line.
Messrs. Butterfield & Swire.
Glen Line.
Cunard Line.
Allan Line, &c.

HARRY WICKING,
Agent for Hongkong & South China.
Hongkong, May 1, 1895. 815

WINDSOR HOTEL,
HONGKONG.


THIS ESTABLISHMENT, situated in the elegant Building known as 'COON NAUGHT HOUSE,' offers First-Class Accommodation to Residents and Travellers. Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant.

Favourable Arrangements made for Families and for Monthly or Extended Periods.

P ROOM.

7 *Proprietor and Manager.*
Hongkong, November 24, 1834. 1907

**RAILWAY COMPANY'S
TEAMSHIP LINE.**



1895.

ED—PUNCTUALITY.

N CHINA, JAPAN AND EUROPE,
 THE UNITED STATES.
 KOBE, YOKOHAMA & VICTORIA, B.C.
 15-10,000 Horse power—Speed 19 knots.

SHIPS FROM HONGKONG.
 ARCHIBALD, R.N.R.... WEDNESDAY, 14th August
 MARSHALL, R.N.R. ... WEDNESDAY, 4th Sept.
 A. LEE, R.N.R. WEDNESDAY, 2nd Oct.

line pass through the famous INLAND SEA OCEANIC
page YOKOHAMA TO VANCOUVER (B.C.)
at Vancouver with the PALATIAL TRANS-
NADIAN PACIFIC RAILWAY leaving there
FROM THE PACIFIC TO THE ATLANTIC
tion is made at Montreal, Quebec, Halifax, New

Lines, which passengers to Great Britain and
Principal points and AROUND THE WORLD
Reduced rates, Good for 4, 6, 9 and 12 months.
Granted to Missionaries, Members of the Navy,
Army, and to European Officials in the Service

Hongkong to Vancouver, Vancouver to Sydney
to Hongkong via Brisbane and Torres Strait
Company's route, embraces its PALATIA
the World); the LUXURIANCE OF IT
the Company having received the highest award

D. E. BROWN, General Agent,
—BROADWAY, NEW YORK.

[illegible]

1,000	125	all	175% prem., ex div., buy
1,950 £	5	—	nom.
2,975 £	8 £	1	nom.
2,250 £	1 £	1	nom.

...	10	£ 8.10	\$20, sales
0,000	2	0	50
0,000	83.33	5	20
0,000	1.0	50	20
0,000	100	20	20
0,000	250	20	20

3,000 \$	100	60	\$85, sellers
0,000 \$	100 \$	20	\$88, buyers
8,000 \$	250 \$	50	\$225, buyers
2,500 \$	125	all	105 % prem.

5,000 \$	50	all	\$62 1/2
0,000 \$	50	all	\$53. sellers
0,000 \$	20	all	\$32 1/2, ex div.
0,000 £	10	all	\$18
0,000 £	10	£ 10	\$84. sellers

20,000 £	10	£	1	
20,000 £	100		all	\$105
7,000 \$	100		all	\$45
20,000 £	50		all	\$40

2,600 \$	100 \$	37 1/2 \$37 1/2, buyers
50,000 \$	100 \$	50 \$50, sales and sellers
6,000 \$	50 \$	30 \$10 1/2, sellers

13,400 \$	10	all	\$8
12,500 \$	50	\$ 40	\$18 ¹ / ₂ , sellers
1 250 \$	100	all	\$70, buyers
45,000 \$	5	all	\$3.40

50,000	\$	4 1/2	all, sellers
12,000	Fcs.	500	Fs. 500 \$125, sellers
50,000	\$	8	all { \$5.90, sellers
200,000	£	1 13/10	\$4.30, buyers

8,000	\$cs.	500	all	nom.
7,500	\$	100	\$ 50	nom.
6,000	\$	50	all	\$4, sales
6,000	\$	50	all	\$6

30,000 \$	10	all	29 $\frac{1}{2}$, buyers
50,000 \$	8	all	31
7,000 £	10	all	\$110
30,000 \$	10	8	\$5, buyers

20,000 \$	50	all	\$10, sales and sellers
4,000 \$	15	\$12.50	\$7, sellers
8,000 £	1	£1	nom.
7,000 £	1	£ 15/-	\$10, sellers
1,200 \$	10	all	\$2

8,000	\$	25	\$	25	\$16
800	\$	50	all		\$36
0,000	\$	10	all		\$7, buyers
5,000	\$	25	all		\$83, sales
13,000	\$	50	all		\$130, sales and buyers